

# Café Program Updates

Proposed Code Amendments and Director's Rule Updates





# Our mission, vision, and core values

**Mission:** deliver a high-quality transportation system for Seattle

**Vision:** connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

**For all**

# Cafés Make Our Streets Vibrant Places

## Program goals

- Increase the vibrancy of our streets, sidewalks, and public spaces
- Support economic development in business districts by expanding seating options for patrons
- Ensure safety and mobility of the traveling public

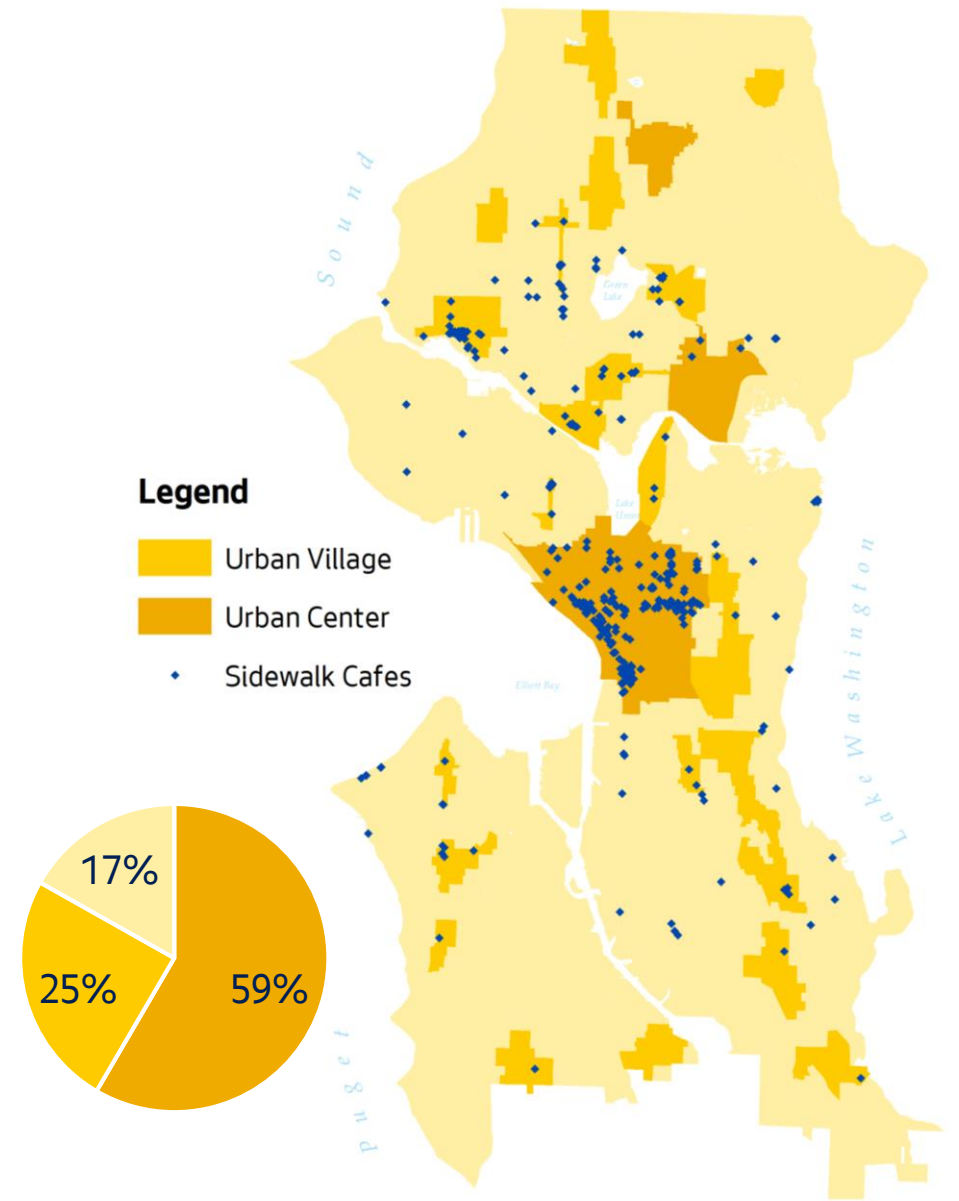


*Develop a more vibrant city by creating streets and sidewalks that generate economic and social activity, adding to the city's overall health, prosperity, and happiness*

– Seattle 2035

# Program Background

- 371 permitted cafés
  - 14% of all food service businesses
  - 30+ urban centers and villages
  - 35% in Downtown Urban Center
- Last updated in 2011
  - Code and Director's Rule changes necessary to expand program participation



# Motivations for Updates

- To increase program participation
- To be responsive to the business community
  - Remove existing program barriers
  - Formalize successful pilots
  - Allow more context-specific review consideration

**FENCE-FREE SIDEWALK CAFÉ  
PILOT PERMIT**  
FACT SHEET Summer 2016

**PROJECT OVERVIEW**

A recent change by the Washington State Liquor and Cannabis Board allows sidewalk cafés serving alcohol to have the option to use pavement markers instead of the standard 42-inch high barrier. SDOT is piloting this fence-free design option, which is intended to help restaurants integrate their sidewalk cafés with adjacent public space and improve customer movement in and around the café area.



*Example of pavement markers. SDOT-provided markers will be 6 inches in diameter and must be located every 10 feet along the entire perimeter of the café.*



*Diverters [example above] or other optional elements may be used in addition to the required pavement markers.*

**WHO CAN APPLY?**

**Eligible businesses must:**

- Hold a restaurant liquor license for their establishment or not serve alcohol at all
- Provide table service within the café space
- Have a dedicated attendant, wait staff, or server in the outside service area when in use
- Be able to locate the sidewalk café directly against their building (if serving alcohol)

**Businesses not eligible for the pilot:**

- Curbside cafés and streateries serving alcohol
- Businesses seeking fence-free sidewalk cafés on platform structures
- Establishments with other forms of liquor licenses (e.g. taverns, breweries, wineries, nightclubs).

Meeting minimum criteria does not guarantee entry into this pilot.

**APPLICATION PROCESS**

For applicants, the fence-free pilot will be similar to the existing sidewalk café permit process, including the same fees. Refer to SDOT's [Client Assistance Memo 2503](#) on Sidewalk Café Permits for a full list of requirements. All requirements remain consistent, with three exceptions:

- **Fence design.** Instead of submitting a fence design, provide a site plan showing the preferred location of the pavement markers and any optional elements.
- **Liquor license documentation.** Provide a copy of your Washington State Liquor and Cannabis Board issued restaurant liquor license to ensure that your business is eligible.
- **Description of diverters or additional elements (optional).** If you will be using diverters or other elements such as planters, provide a detailed description about what you plan to use.

Permit review may take longer than normal in this pilot as SDOT considers a wide variety of factors during the permit review process. We appreciate your patience as we work out the details and look forward to your feedback.

**PROJECT INFORMATION & CONTACT**

[www.seattle.gov/transportation/projects-and-programs/programs/public-space-management-programs/sidewalk-cafes](http://www.seattle.gov/transportation/projects-and-programs/programs/public-space-management-programs/sidewalk-cafes)  
Casey Rogers, [casey.rogers@seattle.gov](mailto:casey.rogers@seattle.gov) or (206) 733-6013

 **Seattle**  
Department of  
Transportation



# Opportunities for Program Expansion

- Remove 50' setback from SF and LR zones
  - At least 6 café applications rejected due to requirement
  - Currently precludes 257 food service businesses from applying



# Opportunities for Program Expansion

- Allow extended cafés
- Formalize two successful pilot programs:

## Fence-free cafés

Pilot since 2016

29 approved; 2 under review



## Streateries

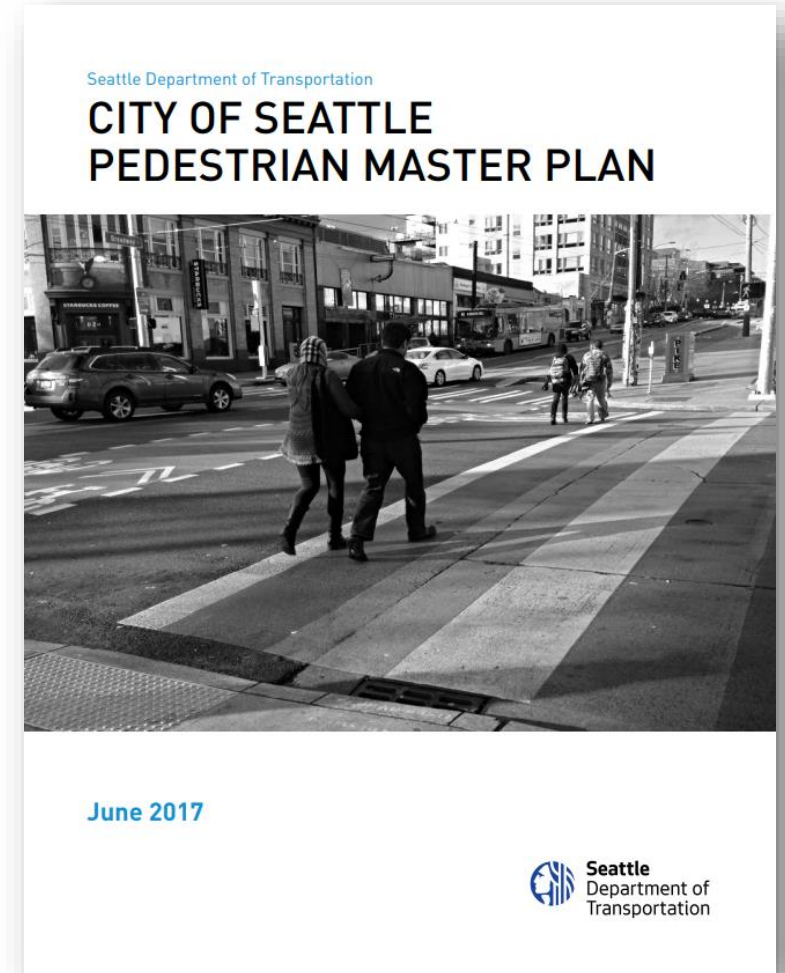
Pilot since 2015

7 approved; 4 under review



# Motivations for Updates

- To fulfill the vision of the Pedestrian Master Plan:  
*Seattle is the most walkable and accessible city in the nation*
- To meet the needs of the traveling public
  - Ensure our standards reflect the increasing demand for sidewalk space
  - Align with Streets Illustrated
  - Respond to concerns of the public



**Strategy 1.5. Create and Maintain a Pedestrian Clear Zone on All Sidewalks**

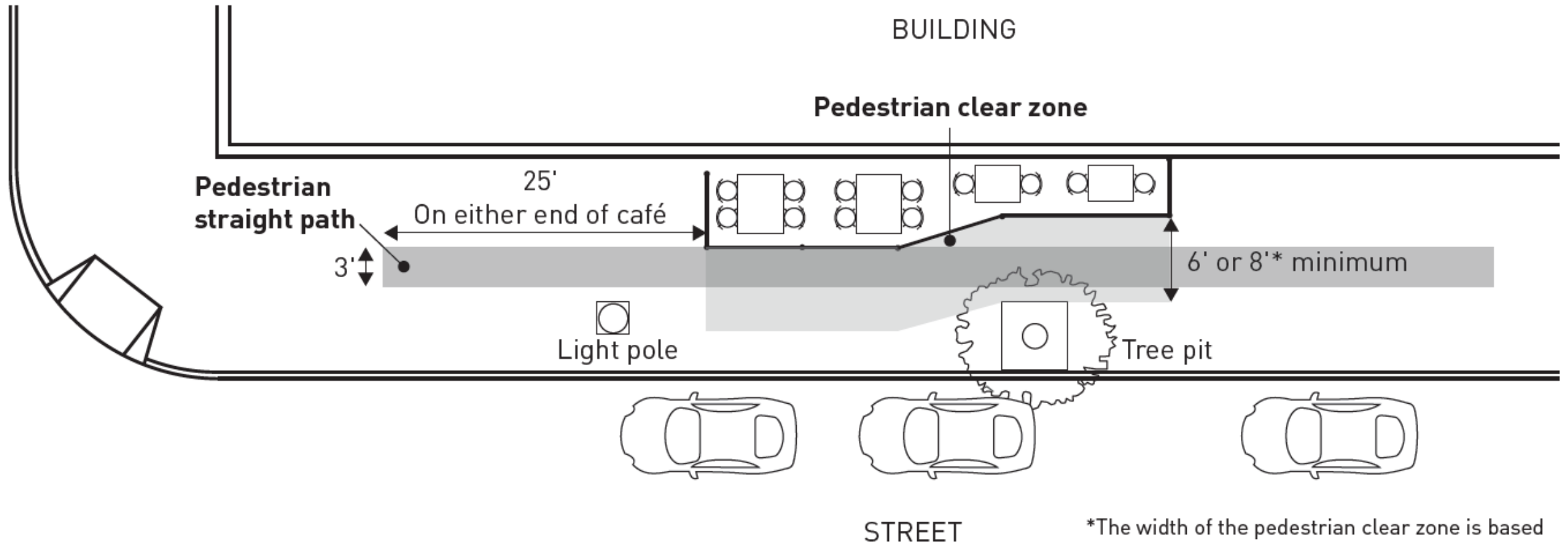


# Changes to Address Mobility Impacts

- Pedestrian clear zone
  - Increase from 6' to 8' on *Downtown Streets*
  - Increase from 5' to 6' outside Downtown Urban Center
  - Minimal impacts anticipated
- Pedestrian straight path
  - Decrease to 3' wide in Downtown Urban Center
  - Shorten to 25' long on either end of café



# Changes to Address Mobility Impacts



\*The width of the pedestrian clear zone is based on street type, as established by the Right-of-Way Improvements Manual or successor rule.



City of Seattle



# Accessibility Considerations

- ADA compliance
  - SDOT reviews for ADA Title II in the public place, including cane detectability of fencing
  - Applicants must ensure ADA access in the café space, per Title III
- Fence-free cafés
  - Require diverters on either end for cane detectability
  - Furnishing requirements to minimize café spillover



# Implementation

- Allow use of the Deviation Request Process (Streets Illustrated) for flexible, context-specific review
- Updated requirements apply **only to new applications**
  - Includes change of ownership, except for permit transfer
  - No direct impact to existing cafés





# Next Steps

Date	Activity/Action
Q1 2019	<p>Distribute fact sheet to external stakeholders</p> <p>Post summary of legislative proposal on the SDOT Blog, Street Use newsletter, and promote it among SDOT social media channels</p> <p>Post SEPA Threshold Determination for public comment</p>
Q2 2019	Transmit legislation to City Council
Q2-Q3 2019	If approved, new standards will be implemented and SDOT will publish new program documentation



# Questions?

alyse.nelson@seattle.gov | (206) 684-5268  
ellie.smith@seattle.gov | (206) 684-9229

[www.seattle.gov/transportation](http://www.seattle.gov/transportation)

